

in the vicinity of Coventry Road in Contra Costa County about one block beyond the northerly boundary of the City of Berkeley. All the rails, poles and overhead structures used in connection with the operation of this rail line would be removed except those portions of said rails and overhead structures which are used for the operation of other rail lines which are not involved in this proceeding. By an agreement between applicant and the City of Berkeley, heretofore approved by the Commission, ⁽¹⁾ portions of the trackage used in operating the No. 7 rail line have been quit-claimed to the City of Berkeley by applicant which has made payments to the City to cover the expenses of removal of the tracks and repaving the streets.

The proposed motor coach service would be over the same streets as the No. 7 rail line and would include an extension into Contra Costa County to the Kensington Park Community Center situated in the area at Arlington Avenue and Rincon Road about three-fourths of a mile beyond the end of the No. 7 rail line. Beyond the Euclid Avenue - Regal Road terminal of this rail line in the City of Berkeley applicant presently operates its No. 75 Grizzly Peak Boulevard motor coach line shuttle service along Euclid Avenue and Grizzly Peak Boulevard including a terminal loop over Arcade Avenue, Fairlawn Avenue and other streets. Under its proposal applicant would conduct a through motor coach service between the proposed Contra Costa County terminal at Kensington Park and the intersection of Euclid Avenue and Grizzly Peak Boulevard where patrons could transfer to the motor coach shuttle service. Applicant plans to operate this shuttle service from the latter inter-

(1) Decision No. 37558 in Application No. 26486.

section to the Arcade Avenue terminal loop, instead of from the intersection of Euclid Avenue and Regal Road, the present rail terminal. The proposed motor coach service between the Kensington Park terminal and the Euclid Avenue - Grizzly Peak Boulevard terminal would operate on the same ten minute peak and 20 minute base frequencies as the present No. 7 rail line. The No. 75 motor coach shuttle service would be cut back about 0.65 of a mile and operate on a frequency of 20 minutes throughout the day with no service at night or on Sundays. The present shuttle service operates on a peak and base frequency of 30 minutes and 40 minutes respectively throughout the day with no night or Sunday service.

Applicant's present scale of fares would be applicable to the proposed motor coach operation.

The evidence of record shows that applicant would use eight new units of automotive equipment with a seated capacity of 44 passengers each to provide the proposed service between the Contra Costa County terminal at Kensington Park and the Berkeley terminal at Euclid Avenue and Grizzly Peak Boulevard. The one unit now used to provide shuttle service on the No. 75 motor coach line would be continued in service on a more frequent headway. It was also shown that under applicant's proposed plan of operation there would be a reduction in travel time over the route involved and an extension of service to Kensington Park, an area not presently served for which a public need was shown to exist. It was further shown that removal of the transit line rails would afford a better use of the streets involved which in many cases are narrow with a single track for operations in both directions. Evidence of record shows that abandonment of the No. 7 rail line as proposed

would result in an average monthly saving of approximately 88,000 kilowatt hours of electric power.

Representatives of the City of Berkeley, the Berkeley Chamber of Commerce and various improvement clubs and individuals favored applicant's proposals. The only objection to such proposals was that of an individual who was of the opinion that the use of automotive equipment instead of rail equipment would cause a greater standee load at times and would also tend to create a greater congestion of traffic for a short distance on Euclid Avenue north of Hearst Avenue.

After full consideration of all the facts of record, it appears that under applicant's proposals a more rapid and improved service would be provided for the public with a consequent reduction in operating expenses for applicant. Therefore, it is our conclusion and we find that public convenience and necessity require the abandonment of applicant's No. 7 Arlington Avenue - Euclid Avenue street car line and concurrently therewith the establishment of passenger stage service as proposed by applicant.

The Commission will grant a certificate over only those streets where necessary to enable applicant, in conjunction with its present certificates, to establish the passenger stage service over the routes as proposed.

O R D E R

An application therefor having been filed, a public hearing held thereon, the matter duly submitted, the Commission being fully informed therein, and it having been found that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That Key System Transit Lines may discontinue and abandon its No. 7 Arlington Avenue - Euclid Avenue street rail line in the City of Berkeley, subject to the condition that said discontinuance and abandonment shall be made effective concurrently with the establishment of passenger stage service as authorized in paragraph (2) of this order.

(2) That there is hereby granted, as an extension of and combined with applicant's present certificates permitting passenger stage service between Oakland, Piedmont, Berkeley, Emeryville, Albany, El Cerrito, Richmond, Alameda, San Leandro and Hayward and all points intermediate thereto, a certificate of public convenience and necessity to Key System Transit Lines authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, between all points on, and over and along the following streets in the City of Berkeley and in Contra Costa County:

- a. On Euclid Avenue from Regal Road to Hearst Avenue.
- b. On Hearst Avenue from Euclid Avenue to Oxford Street.
- c. On Grove Street from University Avenue to Rose Street.
- d. On Monterey Avenue from the Alameda to Marin Avenue.
- e. On Marin Avenue from Monterey Avenue to Arlington Avenue.
- f. On Arlington Avenue from Marin Avenue to Rincon Road in Contra Costa County.

(3) On or after the effective date hereof, but not to exceed 30 days thereafter, applicant shall file an acceptance of the certificate herein granted.

(4) Applicant shall establish the passenger stage service

herein authorized not later than 30 days after the effective date hereof, and shall comply with the provisions of General Order No. 79 by filing in triplicate and making effective, appropriate tariffs on or after the effective date hereof which may be made effective on not less than five days' notice to the Commission and the public.

The effective date of this order shall be 10 days from the date hereof.

Dated at San Francisco, California, this 30th day of March, 1948.

R. J. [Signature]
Justus F. [Signature]
[Signature]
Harold A. [Signature]
[Signature]
COMMISSIONERS